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-LISTO-

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S/S Colmar

M/u "Listo"

Profile

007301 — 007311-0069

74

Poop Beams 6 x 2·81 x 13 lbs
Swash Plate Stiffened.
B
B.
Channels 10"
Plating 14·25 lbs Stiffs 24" c.t.c. 8 x 3·4 x 21·5 lbs.
4 webs
½ Beams 6 x 3·5 x 15 lbs
Double Channel Pillar 10 x 3·57 x 26·4.
Mast as Pillar See larger sketch
Details of Pillars & Girders to be submitted.
" " Watertight Bulkheads " " "
4 webs
Main Deck Beams 7 x 3·5 x 3·5 x 16·5 lbs.
Bhd Stiffs 30" c 8 x 3·4 x 21·5 lbs. Plating 14·25 lbs.
8 x 3½ x 23·8 lbs.
Web 30" x ·40 Face Bars 6 x 3½ x ·45.
Bridge Beams 6 x 2·81 x 13 lbs. with 2 rows Pillars.
Main Deck Beams 7 x 3·35 x 3·35 x 16·5 lbs.
Bhd Stiffs. 30" c. 8 x 3·4 x 21·5 lbs Plating 14·25" lbs
5 webs
Half Beams 6 x 3·5 x 15 lbs.
Hatch End Beams 15" Channel 3·52 x 3·52 x 40 lb. Rev. Bar 6 x 4 x 18·1 lbs.
Pillars Double Channel 10 x 3·57 x 28·5 lbs with Face Plates as per Ø Sec.
4 webs.
Fcle Beams 6 x 2·81 x 13 lbs.
Hook
Flat 14·25 lbs.
Tapered
27" x ·38 Str.
Beams 8 x 3·5 x 18·5 lbs.
Hook
Panting Beams 10 x 3·47 x 26·4 lbs.
Bhd Plating 15·0 lbs. Stiffs 24" c 8 x 3·55 x 25·2 lbs.
27" Plate Str.
8" Channel. 21·5.
Pillar.
8
12
16
19
22
25
28
31
34
37
40
42
44
47
50
53
56
59
62
65
67
69
71
73
76
79
82
85
88
91
94
96
98
101
103
107
110
113
117
120
Frames in Peak 6 x 3½ x 11·7 lbs. Rev Frame 3½ x 3½ x 7·2 lbs.
Channel Frames 8 x 3½ x 3½ x 23·8 lbs
Part solid floors under thrust.
Channel Frames 8 x 3½ x 3½ x 23·8 lbs.
Double Frames in Tank from 3/5 forw. to Coll Bhd. in Rule Position.
Frames. 6 x 3½ x 11·7 lbs. Rev Fr 3½ x 3½ x 7·2
Poop Stringer 14·2 lbs.
Poop Plating 10·25 lbs
Main Deck Plating 12·25"
Hatch Webs 18" x 14·5 lbs. Double Angles Top & Bot. 3½ x 3½ x 9·8 lbs
Capital Plate 6 x 6 x 18·5 lbs. See larger sketch.
Main Deck Plating 16·5 lbs.
16·5 lbs Plating.
16·5 lbs Plating.
Str. 27·0 lbs.
Bridge Deck Stringer 14 lbs.
Bridge Deck Plating. 10¼ lbs.
Bridge Deck Plating. 14· lbs.
Plating.
Plating 10·25"
Engine Casing.
Plating.
Boiler Casing
Main Deck Plating 12·25.
Main Deck Plating 16·5 lbs.
Main Deck Plating 18·5 lbs.
Str. 19·5 lbs
Str. 27·0 lbs
16·5 lbs
16·5 lbs.
12·5 lbs.
Main Deck Plating 16·5 lbs.
Stringer 19·5 lbs.
Fcle Str 14 lbs.
Fcle Deck 10·25 lbs.
Under Windlass 14·25.
Main Deck Plating. 12·25.
Str 15·5 lbs.
Str 16·5 lbs.
Str 18·5 lbs.

Latch to after peak or W.T. manhole.

Rivets through frames and floors & cross tie plating in aft peak to be spaces 5 dias

Rivets thro' frames & shell in peaks to be spaces 5½ dias

Tunnel to be specially strengthened in way of heel of pillars & mast.

Sec 22 par 12.

Bunker ends to be stiffened equivalent to webs.

And as per midship Section

In forecastle intermediate angle frames to be bracketed to upper dk abaft peak BHd

Tapered.

semi bot.

Wash plate (stiffened)

Sketch of fore peak Collision Bulkhead and panting arrangements to be submitted.

Bottom strengthened forward ~~as~~ per Rules.

.. extended to fcle deck on alternate frames (Sec 11 par 14)

PROFILE & DECK PLANS.

Nos 20. 21 & 29
Scale ⅛ inch to 1 foot

PORT ARTHUR SHIPBUILDING CO.
PORT ARTHUR ONTARIO.
CANADA.

JULY 31st 1917.

COPY
APPROVED
LLOYDS REGISTER OF SHIPPING
AUG 16 1917
NEW YORK

J. French

London

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P.A.A. 27

Midship Section

LISTO

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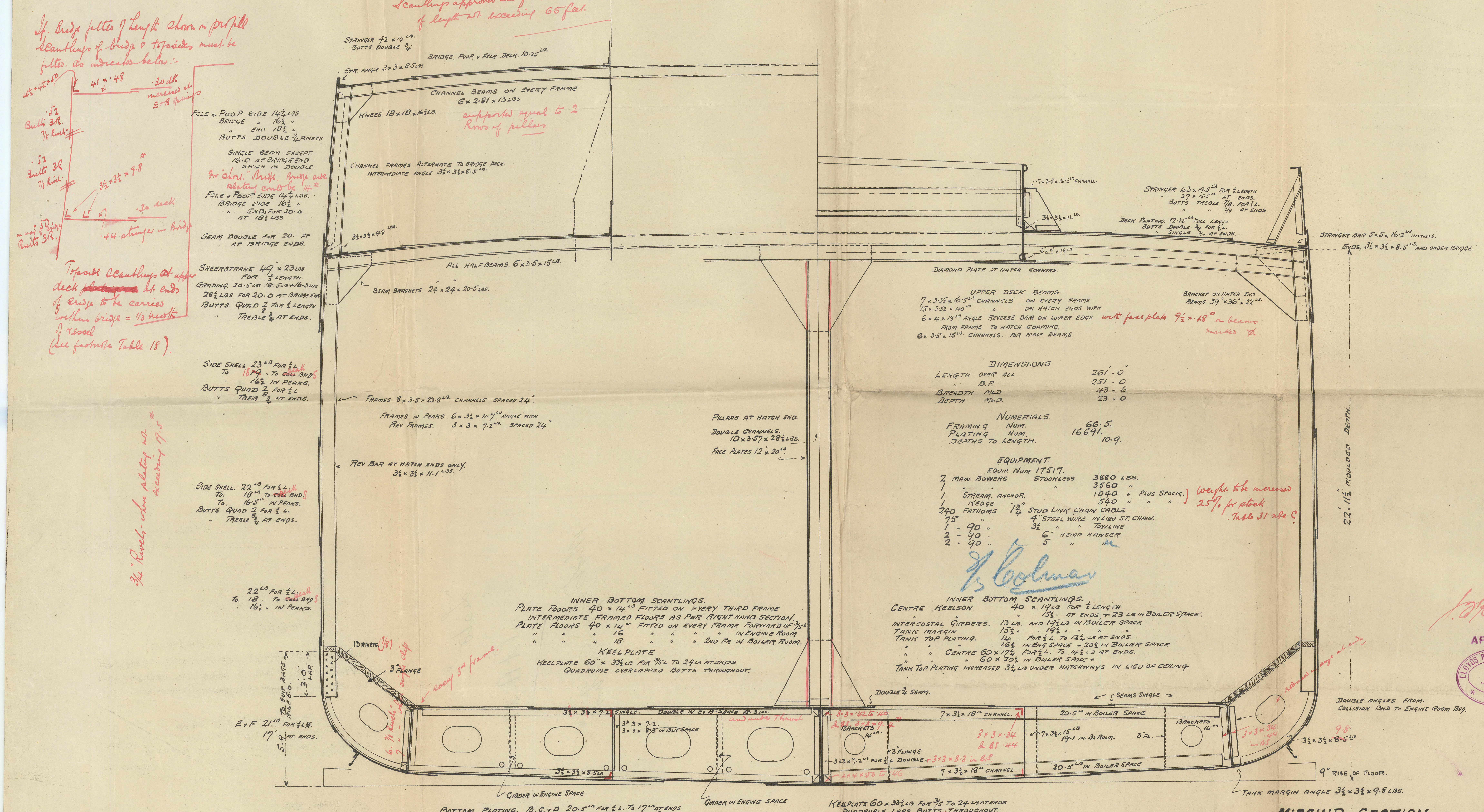
If Bridge fitted of Length shown on profile scantlings of bridge & topsides must be fitted as indicated below:-
4½ × 4½ × ·50
41 × ·48
·30 dk. increased at E-B openings
·52 Butts 3R. 7/8 Rivets
·52 Butts 3R. 7/8 Rivets
3½ × 3½ × 9.8#
·30 deck
·44 stringer on Bridge
in way of ·50 bridge Butts 3R.
Topside scantlings at upper deck ~~plating~~ at ends of bridge to be carried within bridge = 1/3 breadth of vessel (See footnote Table 18).
Scantlings approved are for "Short" Bridge of length not exceeding 65 feet.
Stringer 42 × 14 LB. Butts Double ¾.
Bridge, Poop, & Fcle Deck. 10·25 LB.
Str. Angle 3 × 3 × 8·5 lbs
Channel Beams on every frame 6 × 2·81 × 13 lbs
Knees 18 × 18 × 16½ LB.
supported equal to 2 Rows of pillars
Fcle & Poop Side 14¼ lbs
Bridge " 16½ "
" End 18½ "
Butts Double ¾ Rivets
Single seam except. 16·0 at bridge end which is double.
For "Short" Bridge, Bridge side plating could be 14#
Fcle & Poop Side 14¼ lbs.
Bridge Side 16½ "
" Ends for 20·0 at 18½ lbs
Seam double for 20. ft at bridge ends.
Channel Frames alternate to bridge deck. Intermediate angle 3½ × 3½ × 8·5 LB.
3½ × 3½ × 9·8 lbs.
All half beams. 6 × 3·5 × 15 LB.
Beam Brackets 24" × 24" × 20·5 lbs.
Sheerstrake 49" × 23 lbs for ½ length.
Grading. 20·5 lbs 18·5 lbs & 16·5 lbs
28½ lbs for 20.0 at bridge ends
Butts Quad 7/8 for ½ length
" Treble ¾ at ends.
7 × 3·5 × 16·5 LB channel.
3½ × 3½ × 11. LB.
6" × 4" × 18 LB
Diamond plate at hatch corners.
Stringer 43 × 19·5 LB for ½ length
" 27 × 15·5 LB at ends.
Butts treble 7/8. for ½ L.
" " ¾ at ends
Deck plating. 12·25 LB full length
Butts double ¾ for ½ L.
" single ¾ at ends.
Stringer bar 5 × 5 × 16·2 LB in wells.
Ends. 3½ × 3½ × 8·5 LB and under bridge.
Bracket on hatch end beams 39" × 36" × 22 LB.
Upper Deck Beams.
7 × 3·35 × 16·5 LB channels on every frame
15 × 3·52 × 40 LB " on hatch ends with
6 × 4 × 18 LB angle reverse bar on lower edge from frame to hatch coaming. with face plate 9½ × ·48# on beams marked Ø.
6 × 3·5 × 15 LB channels. for half beams
Side Shell 23 LB for ½ L.
To ~~19~~ 18 .. to ~~coll~~ peak BHDS
" 16½ in peaks.
Butts Quad 7/8 for ½ L
" Treb ¾ at ends.
Frames 8 × 3·5 × 23·8 LB. channels spaced 24".
Frames in peaks 6 × 3½ × 11·7 LB angle with Rev Frames. 3 × 3 × 7·2 LB. spaced 24"
Pillars at hatch end.
Double channels. 10 × 3·57 × 28½ lbs.
Face plates 12" × 20 LB.
Rev bar at hatch ends only. 3½ × 3½ × 11·1 lbs.
Side Shell. 22 LB for ½ L.
To. 18 LB to ~~coll~~ peak BHDS.
To. 16·5 LB in peaks.
Butts Quad 7/8 for ½ L.
" Treble ¾ at ends.
¾" Rivets where plating not exceeding 19.5#
22 LB for ½ L.
To 18 .. to ~~coll~~ peak BHDS
. 16½ .. in peaks.
22' 11½" moulded depth.
13 rivets (7/8)
3" flange
7/8 Rivets - 6. " single clip
every 3rd frame.
2'.0" lap.
To suit bilge Rule 5.0.
5.9
E & F 21 LB for ½ L.
17 .. at ends.
3½ × 3½ × 7.2 single. Double in E & B. space 8·3 lbs.
and under Thrust
3" 3 × 7.2.
3 × 3 × 8·3 in Blr space
3½ × 3½ × 8·5 LB
Girder in engine space
Girder in engine space
Double ¾ seam.
Seams single
3 × 3 × ·42 to ·40
2 BS. 3 × 3 × 9.4#
Brackets 14 LB.
7 × 3½ × 18 LB channel.
3 × 3 × ·34
2 BS ·44
3" flange
3 × 3 × 7.2 LB for ½ L double. + 3 × 3 × 8.3 in B.S.
4 × 4 × ·50 to ·46
7 × 3½ × 18" channel.
20·5 LB in boiler space
7 × 3½ × 15 LB 19·1 in. Bl. Room.
3" Fl.
Brackets 14 LB.
20·5 LB in boiler space
3 × 3 × ·34 ·44 in BS
reduced in way at ends
9.8
3½ × 3½ × 8·5 LB
Double angles from collision BHD to engine room BHD.
9" rise of floor.
Tank margin angle 3½ × 3½ × 9·8 lbs.

DIMENSIONS

LENGTH	OVER ALL	261'·0"
"	B.P.	251·0
BREADTH	MLD	43·6
DEPTH	MLD.	23·0

NUMERIALS

FRAMING	NUM.	66·5.
PLATING	NUM.	16691.
DEPTHS TO LENGTH.		10·9.

EQUIPMENT.

EQUIP. NUM 17517.

2	MAIN BOWERS	STOCKLESS	3880 LBS.
1	" "	"	3560 "
1	STREAM. ANCHOR.		1040 " PLUS STOCK.
1	KEDGE		540 " " "
240	FATHOMS	1¾" STUD LINK CHAIN CABLE	
75	"	4" STEEL WIRE IN LIEU ST. CHAIN.	
1 - 90	"	3½ " " TOWLINE	
2 - 90	"	6" HEMP HAWSER	
2 - 90	"	5 " "	

Weight to be increased 25% for stock. Table 31 Sec C.

T. Colman

INNER BOTTOM SCANTLINGS.

PLATE FLOORS 40 × 14 LB FITTED ON EVERY THIRD FRAME

INTERMEDIATE FRAMED FLOORS AS PER RIGHT HAND SECTION.

PLATE FLOORS 40 × 14 LB FITTED ON EVERY FRAME FORWARD OF 3/5 L

" " " 16 " " " " IN ENGINE ROOM

" " " 18 " " " 2ND FR IN BOILER ROOM.

KEELPLATE

KEELPLATE 60" × 33½ LB FOR 3/5 L TO 24 LB AT ENDS

QUADRUPLE OVERLAPPED BUTTS THROUGHOUT.

INNER BOTTOM SCANTLINGS.

CENTRE KEELSON	40 × 19 LB.	FOR ½ LENGTH.
" "	" 15½ ..	AT ENDS, & 23 LB IN BOILER SPACE.
INTERCOSTAL GIRDERS.	13 LB.	AND 19½ LB IN BOILER SPACE
TANK MARGIN	15½ "	" 19½ " " " "
TANK TOP PLATING.	14	FOR ½ L. TO 12¼ LB. AT ENDS.
	16½	IN ENG SPACE & 20½ IN BOILER SPACE
" " CENTRE	60 × 17¼	FOR ½ L. TO 14½ LB AT ENDS.
" " "	60 × 20½	IN BOILER SPACE *

TANK TOP PLATING INCREASED 3¼ LB UNDER HATCHWAYS IN LIEU OF CEILING.

BOTTOM PLATING. B, C, & D 20·5 LB FOR ½ L. TO 17 LB AT ENDS

BUTTS QUADRUPLE OVERLAPPED. FOR 3/5 L.

Midship Thickness of B. C. D. strakes to be maintained to Rule position of Collision Bulkhead (See Sec 17 par 4.)

KEELPLATE 60 × 33½ LB FOR 3/5 TO 24 LB AT ENDS

QUADRUPLE LAPS. BUTTS THROUGHOUT.

~~14~~ 12 INCHES LONG ALL 1⅞ RIVETS.

Butts at ends treble riveted 5" overlaps & 7/8" Rivets where thickness not exceeding ·66

MIDSHIP SECTION.

SCALE ½ INCH TO 1 FOOT

NOS. 20, 21, & 29.

TO CLASS 100A1. LLOYDS SINGLE DECK.

PORT ARTHUR SHIPBUILDING CO.
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CANADA.

JUNE 26TH 1917.

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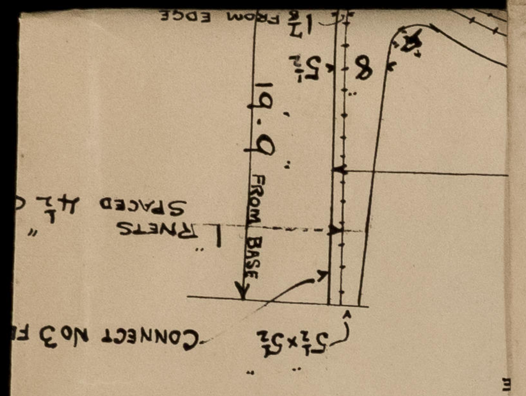
CONNECT No 3 F
5½×5½
L RIVETS SPACED 4½" C
19'0" FROM BASE
8
5½"
1⅞" FROM EDGE

FROM EDGE

17

HE.

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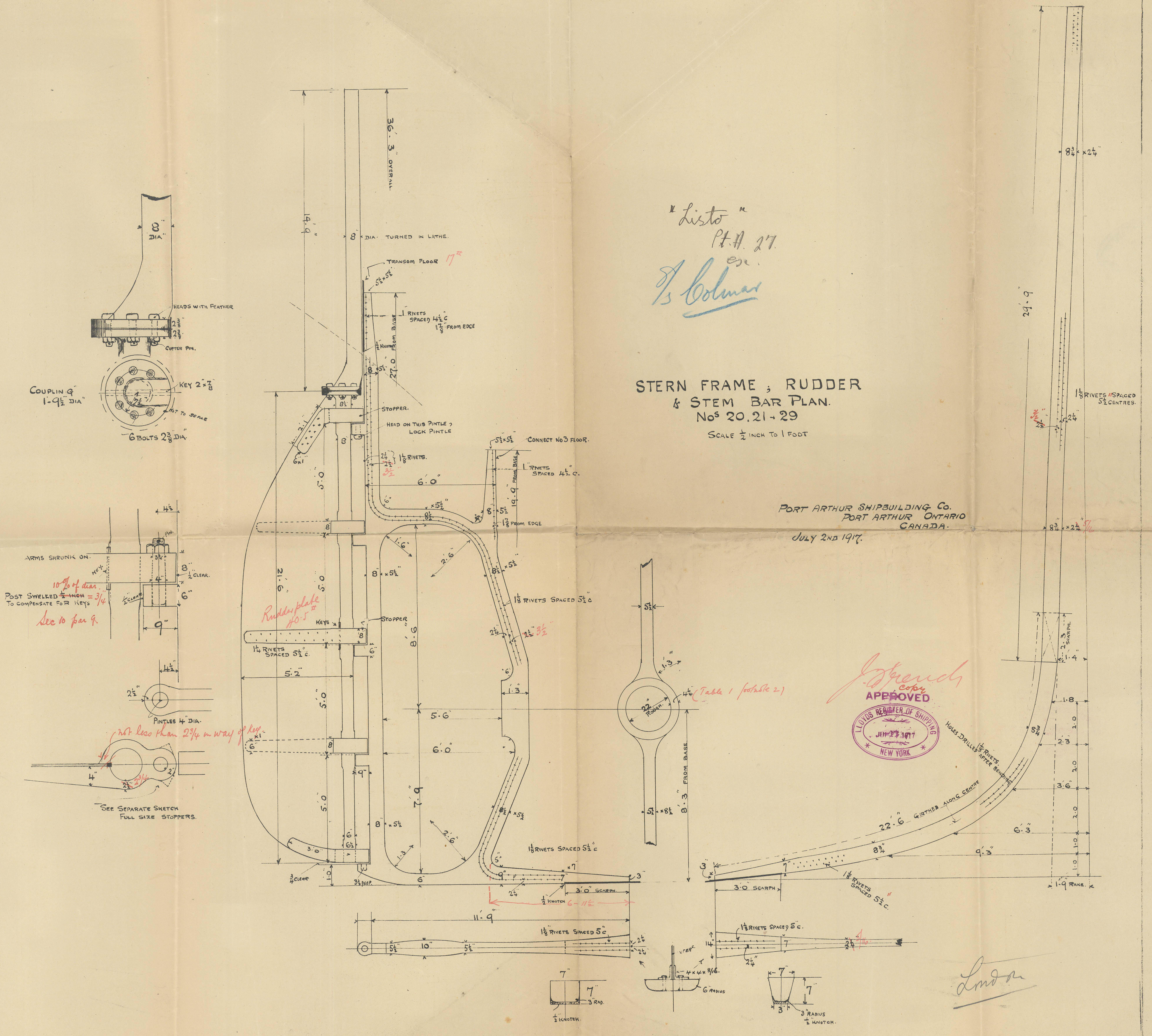
8/s Colmar

STERN FRAME ; RUDDER & STEM BAR PLAN.
Nos 20.21-29

SCALE ½ INCH TO 1 FOOT

PORT ARTHUR SHIPBUILDING Co.
PORT ARTHUR ONTARIO
CANADA.

JULY 2ND 1917.


36'.3" OVERALL.
14'.9"
8" DIA. TURNED IN LATHE.
TRANSOM FLOOR 17"
5½×5½
1" RIVETS SPACED 4½"C
1⅞ FROM EDGE
27'.0" FROM BASE
½" KNOTCH
STOPPER.
HEAD ON THIS PINTLE LOCK PINTLE
1⅛ RIVETS.
5'.0"
6'.0"
5½×5½
CONNECT NO 3 FLOOR.
1" RIVETS SPACED 4½ C.
19'.9" FROM BASE
1⅞ FROM EDGE
8×5½
1'.6"
2'.6"
21'.6"
Rudder plate 40.5"
KEYS
STOPPER
1¼ RIVETS SPACED 5½ C.
5'.2"
8'.6"
1⅛ RIVETS SPACED 5½ C
5'.6"
6'.0"
7'.9"
8×5½
1⅛ RIVETS SPACED 5½ C
3'.0"
¾ CLEAR
3½ DEEP.
½" KNOTCH
6'-11½"
3'.0" SCARPH
11'.9"
1⅛ RIVETS SPACED 5" C.
8"
DIA
HEADS WITH FEATHER
COTTER PIN.
COUPLING 1'-9½" DIA
KEY 2"×⅞
NUT TO SUNK
6 BOLTS 2⅜" DIA.
ARMS SHRUNK ON.
POST SWELLED ½ INCH 10% of diam. = ¾ TO COMPENSATE FOR KEYS
Sec 10 par 9.
½" CLEAR
9"
PINTLES 4" DIA.
not less than 2¾ in way of key
SEE SEPARATE SKETCH FULL SIZE STOPPERS.
22" ROUGH
4½ (Table 1 footnote 2)
8'.3" FROM BASE
5¼×8½
7"
3" RAD.
½" KNOTCH
4×4×9/16.
6" RADIUS
3" RADIUS
½" KNOTCH.
8¾×2¼
29'.9"
1⅛ RIVETS SPACED 5½ CENTRES.
2'.3" SCARPH.
HOLES DRILLED AFTER BENDING
1⅛ RIVETS
22'.6" GIRTHED ALONG CENTRE
6'.3"
9'.3"
1'.9 RAKE.
3'.0 SCARPH
1⅛ RIVETS SPACED 5½"C

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